

THE TRANSPORT TRIBUNAL

The
British Transport Commission
(Passenger) Charges Scheme,
1957

Confirmed by Order dated the
8th August, 1957



LONDON
HER MAJESTY'S STATIONERY OFFICE
ONE SHILLING NET

IN THE COURT OF THE TRANSPORT TRIBUNAL

IN THE MATTER OF THE TRANSPORT ACTS, 1947 AND 1953,

*and*IN THE MATTER OF THE DRAFT BRITISH TRANSPORT COMMISSION
(PASSENGER) CHARGES SCHEME, 1957

THE BRITISH TRANSPORT COMMISSION

Applicants.

UPON READING the draft of a charges scheme intituled "The British Transport Commission (Passenger) Charges Scheme, 1957" submitted for confirmation by the British Transport Commission on the 11th April, 1957, and upon holding a public inquiry and hearing at the said inquiry the Commission and all such bodies and persons as desired to be heard thereat,

IT IS HEREBY ORDERED—

(1) that the Scheme hereto annexed intituled "The British Transport Commission (Passenger) Charges Scheme, 1957", being the said draft of a charges scheme as altered by the Tribunal, be confirmed;

(2) that the said Scheme be printed and published by Her Majesty's Stationery Office;

(3) that the Applicants do cause to be inserted in the London Gazette and the Edinburgh Gazette and in the newspapers specified in the Schedule hereto notices to the effect following, namely—

(a) that by an Order dated the 8th August, 1957, the Tribunal had confirmed "The British Transport Commission (Passenger) Charges Scheme, 1957";

(b) that the said Scheme would come into force on the 8th August, 1957;

(c) that the said Scheme would be published by Her Majesty's Stationery Office.

Dated this 8th day of August, 1957.

(L.S.)

SCHEDULE

The Times.

The Birmingham Post.

The East Anglian Daily Times.

The Liverpool Daily Post.

The Manchester Guardian.

The Newcastle Journal.

The Western Mail and South Wales News.

The Western Morning News.

The Yorkshire Post and Leeds Mercury.

The Glasgow Herald.

The Scotsman.

THE BRITISH TRANSPORT COMMISSION (PASSENGER)
CHARGES SCHEME, 1957

PART I

CITATION, INTERPRETATION, REVOCATION AND COMMENCEMENT

Citation

1. This Scheme may be cited as "The British Transport Commission (Passenger) Charges Scheme, 1957".

Interpretation

2. (1) In this Scheme, except so far as the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say—

"British Railways" means the railways of the Commission other than those by the operation of which passenger transport services are provided by the London Transport Executive;

"the Commission" means the British Transport Commission;

"conditions" includes regulations;

"contract carriage" has the same meaning as in the Road Traffic Act, 1956;

"day return journey" means a return journey where the single journey does not exceed eighty miles and the inward journey is begun on the same day as the outward journey, and "day return fare" shall be construed accordingly;

"early morning return journey" means a return journey where—

(a) the single journey (i) upon the London Lines exceeds four miles but does not exceed sixty miles, and (ii) otherwise than upon the London Lines exceeds one mile but does not exceed sixty miles;

(b) the outward journey is, in the case of a passenger carried by the services of the London Transport Executive, due to begin between 3.0 a.m. and 7.30 a.m., and in the case of a passenger carried by the services of British Railways, due to finish not later than 8.0 a.m.;

(c) the inward journey is begun on the same day as the outward journey; and "early morning return fare" shall be construed accordingly;

"early morning single journey" means a journey exceeding four miles but not exceeding ten miles begun after 3.0 a.m. and due to finish not later than 8.0 a.m., and "early morning single fare" shall be construed accordingly;

"fare stage" means the distance between any fare stage point and the fare stage point next before or next after that fare stage point;

"fare stage point" means a point appointed by the Commission under paragraphs 13 and 14 of this Scheme;

"Inter-Station Omnibus Services" means services of road vehicles specially provided for the carriage of passengers between any of the London terminal stations on British Railways;

"journey upon the London Lines" means a journey which is wholly upon and does not extend beyond the London Lines, and "upon the London Lines" shall be construed accordingly;

"London Coach Services" means the services of stage or express carriages known as "Green Line Coaches";

"the London special area" means the special area as defined in Section 107 of the London Passenger Transport Act, 1933;

"the London Transport Executive" means the London Transport Executive referred to in Section 5 of the Transport Act, 1947;

"ordinary luggage" includes, in relation to any passenger, any article, instrument, tool or other thing used by the passenger for the purposes of his profession, trade, or vocation, which is carried by hand by the passenger himself and causes no inconvenience to other passengers;

"route within the London special area" means, in the case of any route which is partly within and partly without the London special area, that part thereof which is within the said area;

"service within the London special area" means, in the case of any service which is partly within and partly without the London special area, that part thereof which is within the said area.

(2) In this Scheme the expressions "London Lines" and "London Tilbury and Southend Lines" have the meanings respectively assigned to them in the First Schedule to this Scheme.

(3) The Interpretation Act, 1889, shall apply to this Scheme as it applies to an Act of Parliament.

3. In the event of the London Transport Executive being abolished any reference in this Scheme to the services of, or provided by, the London Transport Executive shall be construed as a reference to the services of, or provided by, the said Executive immediately before the abolition thereof.

Revocation

4. The British Transport Commission (Passenger) Charges Scheme, 1954, shall cease to have effect immediately before the 8th day of August, 1957.

Provided that sub-section (2) of Section 38 of the Interpretation Act, 1889, shall apply as if this Scheme and the British Transport Commission (Passenger) Charges Scheme, 1954, were Acts of Parliament.

Commencement

5. This Scheme shall come into force on the 8th day of August, 1957.

PART II

CARRIAGE OF PASSENGERS BY RAIL UPON THE LONDON LINES

Maximum Single and Return Fares

6. Subject as hereafter provided in this paragraph and to the provisions of paragraphs 8, 10 and 20 of this Scheme, the Commission may charge for the carriage of passengers by rail in so far as such passengers are carried upon the London Tilbury and Southend Lines, or by the services of the London Transport Executive otherwise than between Queens Park Station and Watford Junction Station, or between Harrow-on-the-Hill Station and Aylesbury Station, or upon the Watford and Chesham Branches, fares not exceeding—

- (a) in the case of a second-class single fare, a sum ascertained in accordance with the Second Schedule to this Scheme;
- (b) in the case of a first-class single fare, a sum greater by 50 per cent. than the sum which would have been charged as the second-class single fare for a like journey;

- (c) in the case of a return fare a sum equal to double the sum which would have been charged as the single fare for a like journey.

7. Subject to the provisions of paragraphs 8, 9, 10 and 20 of this Scheme, the Commission may charge for the carriage of passengers by rail by their services upon the London Lines of British Railways otherwise than upon the London Tilbury and Southend Lines, or by the services of the London Transport Executive between Queens Park Station and Watford Junction Station, or between Harrow-on-the-Hill Station and Aylesbury Station, or upon the Watford and Chesham Branches fares not exceeding—

- (a) in the case of a second-class single fare for a distance not exceeding 1 mile, 3d.;
- (b) in the case of a second-class single fare for a distance exceeding 1 mile but not exceeding 2 miles, 5d.;
- (c) in the case of a second-class single fare for a distance exceeding 2 miles a sum calculated at the rate of 2d. a mile;
- (d) in the case of a first-class single fare a sum greater by 50 per cent. than the sum which would have been charged as the second-class single fare for a like journey;
- (e) in the case of a return fare a sum equal to double the sum which would have been charged as the single fare for a like journey.

Maximum Early Morning Return Fares

8. The Commission may charge for the carriage by rail of passengers travelling on early morning return journeys upon the London Lines fares not exceeding in the case of any such journey a sum ascertained in accordance with the Third Schedule to this Scheme.

Maximum Day Return Fares

9. Subject to the provisions of paragraph 20 of this Scheme, the Commission may charge for the carriage by rail of passengers travelling upon day return journeys by the Commission's services upon the London Lines of British Railways otherwise than upon the London Tilbury and Southend Lines, or by the services of the London Transport Executive between Queens Park Station and Watford Junction Station, or between Harrow-on-the-Hill Station and Aylesbury Station, or upon the Watford and Chesham Branches, fares not exceeding—

- (a) in the case of a second-class return fare a sum ascertained in accordance with the Fourth Schedule to this Scheme;
- (b) in the case of a first-class return fare a sum greater by 50 per cent. than the sum which would have been charged as the second-class return fare for a like journey.

Maximum Season Ticket Rates

10. Subject to the provisions of paragraph 21 of this Scheme, the Commission may charge for the carriage of passengers by rail at season ticket rates upon the London Lines sums not exceeding—

- (a) in the case of a second-class season ticket a sum ascertained in accordance with the Fifth Schedule to this Scheme;
- (b) in the case of a first-class season ticket a sum greater by 50 per cent. than the sum which would have been charged for a second-class season ticket available for use over a like distance.

PART III

CARRIAGE OF PASSENGERS BY ROAD WITHIN THE LONDON SPECIAL AREA

Maximum Single Fares

11. Subject to the provisions of paragraphs 12, 15 and 24 of this Scheme, the Commission may charge for the carriage of passengers by road by the services of the London Transport Executive within the London special area not being carriage in contract carriages or by the London Coach Services or by the Inter-Station Omnibus Services fares not exceeding sums ascertained in accordance with the Sixth Schedule to this Scheme.

Maximum Early Morning Single Fares

12. The Commission may charge for the carriage by road of passengers travelling on early morning single journeys by the services of the London Transport Executive within the London special area not being carriage in contract carriages or by the London Coach Services or by the Inter-Station Omnibus Services, fares not exceeding sums ascertained in accordance with the Seventh Schedule to this Scheme.

Fare Stages and Fare Stage Points

13. The Commission may—

- (a) calculate the distance by reference to which any fare chargeable under paragraphs 11 and 12 of this Scheme is ascertained either in terms of miles or in terms of fare stages according as they think fit;
- (b) appoint fare stage points at such points along the routes operated by the services referred to in the said paragraphs as may be convenient:

Provided that the fare stages into which any one of the said routes is divided shall not on the average be less than half a mile in length or as near thereto as may be reasonably practicable.

London Coach Services

14. (1) Subject to the provisions of paragraphs 15 and 24 of this Scheme, the Commission may charge for the carriage of passengers by road by the London Coach Services within the London special area not being carriage in contract carriages fares not exceeding sums ascertained in accordance with the Eighth Schedule to this Scheme.

(2) For the purposes of ascertaining the fares chargeable under sub-paragraph (1) of this paragraph the Commission may appoint fare stage points, and the fares to be charged shall be ascertained by reference to the distances between the said points.

Special Charges on Certain Road Services

15. Notwithstanding the provisions of paragraphs 11 and 14 of this Scheme, the Commission may for the purpose of making better provision for the carriage by road of passengers on routes served by infrequent road services, or on routes operated whether wholly or in part by vehicles providing less than the normal accommodation for passengers, charge for the carriage of passengers on such routes within the London special area—

- (i) in the case of any journey of less than six miles or twelve fare stages upon any service referred to in paragraph 11 of this Scheme a fare not exceeding 1s. 0d. or

- (ii) in the case of any journey of less than eleven miles upon any service referred to in paragraph 14 of this Scheme a fare not exceeding 1s. 10d.

Provided that the provisions of this paragraph shall not apply to any such route unless an adequate alternative service is provided by the Commission for short-distance passengers at the fares which would apart from the provisions of this paragraph have been charged under paragraph 11, or, as the case may be, paragraph 14.

PART IV

CARRIAGE OF PASSENGERS BY RAIL OTHERWISE THAN UPON THE LONDON LINES

Maximum Single and Return Fares

16. Subject to the provisions of paragraphs 17, 18, 19, 20, 22 and 23 of this Scheme, the Commission may charge for the carriage of passengers by rail otherwise than upon the London Lines fares not exceeding—

- (a) in the case of a second-class single fare a sum calculated at the rate of 2d. a mile;
- (b) in the case of a first-class single fare a sum greater by 50 per cent. than the sum which would have been charged as the second-class single fare for a like journey;
- (c) in the case of a return fare a sum equal to double the sum which would have been charged as the single fare for a like journey.

Maximum Early Morning Return Fares

17. The Commission may charge for the carriage by rail of passengers travelling on early morning return journeys otherwise than upon the London Lines fares not exceeding in the case of any such journey a sum ascertained in accordance with the Twelfth Schedule to this Scheme.

Maximum Season Ticket Rates

18. Subject to the provisions of paragraph 21 of this Scheme, the Commission may charge for the carriage of passengers by rail at season ticket rates otherwise than upon the London Lines sums not exceeding—

- (a) in the case of a second-class season ticket a sum ascertained in accordance with the Thirteenth Schedule to this Scheme;
- (b) in the case of a first-class season ticket a sum greater by 50 per cent. than the sum which would have been charged for a second-class season ticket available for use over a like distance.

PART V

CONTINENTAL BOAT TRAIN TRAFFIC

19. Subject to the provisions of paragraphs 22 and 23 of this Scheme, the Commission may charge for the carriage of passengers en route to or from places outside Great Britain by boat trains between London and Folkestone Harbour Station or Dover Marine Station fares not exceeding—

- (a) in the case of single fares the sums specified in the Ninth Schedule to this Scheme;
- (b) in the case of a return fare, a sum equal to double the sum which would have been charged as the single fare for a like journey.

PART VI

CHILDREN AND YOUNG PERSONS

Maximum Single, Return and Day Return Fares by Rail

20. Notwithstanding the generality of paragraphs 6, 7, 9 and 16 of this Scheme (which provide for the maximum charges to be made by the Commission for the carriage of passengers by rail upon single or return or day return journeys),

- (a) the Commission shall not under the said paragraphs make any charge for the carriage of any passenger under the age of three travelling in the company of a fare-paying passenger;
- (b) the fares chargeable under the said paragraphs shall not in the case of passengers under the age of fourteen exceed one-half of the sums which would apart from this provision have been charged thereunder.

Season Tickets by Rail

21. (1) Notwithstanding the generality of paragraphs 10 and 18 of this Scheme (which provide for the maximum charges to be made by the Commission for the carriage of passengers by rail at season ticket rates),

- (a) the sum chargeable thereunder by the Commission shall not in the case of a passenger under the age of fourteen exceed one-half of the sum which would, apart from this provision, have been charged thereunder;
- (b) the sum chargeable thereunder by the Commission for an educational season ticket shall not
 - (i) in the case of a passenger who being not less than fourteen is under sixteen years of age, or who, being not less than sixteen and under eighteen years of age, is not in receipt of any remuneration amounting in the aggregate to more than 25s. per week, exceed one-half of the sum which would, apart from this provision, have been charged under the said paragraphs, or
 - (ii) in the case of any other passenger who being not less than sixteen is under eighteen years of age, exceed two-thirds of the sum which would, apart from this provision, have been charged under the said paragraphs.

(2) In sub-paragraph (1) (b) of this paragraph the following expressions have the meanings hereby respectively assigned to them, that is to say—

“remuneration” includes any salary, wages or other monetary payment received otherwise than by way of grant for educational purposes;

“educational season ticket” means a season ticket the use of which by the holder thereof is limited to journeys between the place where he resides and a university, college, school or other educational establishment, or an institution where he is undergoing training for some profession, trade or vocation.

Continental Traffic

22. Notwithstanding the generality of paragraph 19 of this Scheme (which provides for the maximum charges to be made by the Commission for the carriage of passengers by certain boat trains)—

- (a) the Commission shall not under the said paragraph make any charge for the carriage of any passenger under the age of three travelling in the company of a fare-paying passenger;

- (b) the fares chargeable under the said paragraph shall not in the case of passengers under the age of fourteen exceed one-half of the sums which would apart from this provision have been charged thereunder.

23. Notwithstanding the generality of paragraphs 20 and 22 of this Scheme, where in the case of any passenger under the age of fourteen travelling on an international through ticket for a journey from a station in Great Britain to a place on the Continent of Europe, or from a place on the Continent of Europe to a station in Great Britain, being a journey involving his carriage by rail in Great Britain, the amount chargeable in respect of his carriage by rail in Great Britain is regulated by any International Tariff, the Commission may charge for his carriage by rail in Great Britain a sum not exceeding that amount.

Maximum Single Fares by Road

24. (1) Notwithstanding the generality of paragraphs 11 and 14 of this Scheme (which provide for the maximum charges to be made by the Commission for the carriage of passengers by road by certain of the services of the London Transport Executive within the London special area)—

- (a) the Commission shall not make any charge—

(i) for the carriage of a child under the age of three travelling in the company of a fare-paying passenger; or

(ii) where two or more such children are travelling in the company of any such passenger, for the carriage of one of the said children;

- (b) the fare chargeable under the said paragraphs in respect of any journey made by a passenger under the age of fourteen shall not exceed one-half of the sum which would apart from this provision have been charged thereunder;

- (c) where a passenger who, being not less than fourteen and under eighteen years of age, is not in receipt of any remuneration amounting in the aggregate to more than 25s. per week, produces a card furnished by the Commission and issued from a university, college, school or other educational establishment, or from any institution providing training for any profession, trade or vocation, stating that he is attending a regular course of instruction or training at the establishment or institution named in the card, the fare chargeable under paragraph 11 in respect of any journey made by him for the purpose of going to or returning from the said establishment or institution shall not exceed one-half of the sum which would, apart from this provision, have been charged thereunder.

(2) In sub-paragraph (1) (c) of this paragraph the expression "remuneration" includes any salary, wages or other monetary payment received otherwise than by way of grant for educational purposes.

PART VII

LUGGAGE

Carriage of Passengers' Luggage by Rail

25. Subject to the provisions of paragraphs 26 and 27 of this Scheme, passengers carried by rail by the services of—

- (a) the Commission on British Railways otherwise than upon the Waterloo and City Line, or,

(b) the London Transport Executive between Harrow-on-the-Hill Station and Aylesbury Station or upon the Watford and Chesham Branches, being passengers carried at fares or at season ticket rates authorised under Parts II, IV and V of this Scheme, shall be entitled to take with them without any extra charge being made for the carriage thereof ordinary luggage not exceeding in weight the amounts following, that is to say—

- (i) in the case of a first-class passenger carried at a single or return fare under paragraph 6 or paragraph 7 or paragraph 16 or at a day return fare under paragraph 9 or at a season ticket rate under paragraph 10 or paragraph 18 or at a continental boat train fare under paragraph 19 of this Scheme—150 lbs.
- (ii) in the case of a second-class passenger carried at a single or return fare under paragraph 6 or paragraph 7 or paragraph 16 or at a day return fare under paragraph 9 or at a season ticket rate under paragraph 10 or paragraph 18 or at a continental boat train fare under paragraph 19 of this Scheme—100 lbs.
- (iii) in the case of a passenger carried at an early morning return fare under paragraph 8 or paragraph 17 of this Scheme—60 lbs.

Provided that—

- (a) where a passenger is carried at a fare or season ticket rate which is by reason of the provisions of paragraphs 20, 21 and 22 of this Scheme less than the fare, or, as the case may be, the rate, which would apart from those provisions have been charged, the amounts specified under heads (i) and (ii) shall be reduced by one-half thereof;
- (b) where a passenger is carried at a return fare not being an early morning return fare authorised under paragraph 8 or paragraph 17 of this Scheme which is not more than one and a half times the maximum single fare for a like journey authorised under paragraph 6 or paragraph 16, or, as the case may be, under paragraph 7 of this Scheme, there shall be substituted for the amounts specified under heads (i) and (ii) such amounts as the Commission may determine.

26. (1) Subject to the provisions of paragraph 27 of this Scheme, the Commission may make in respect of the carriage by rail by the services referred to in paragraph 25 of this Scheme of any excess luggage taken by any passenger a charge not exceeding a sum ascertained in accordance with the Tenth Schedule to this Scheme.

(2) In this paragraph the expression "excess luggage" means, in relation to any passenger so much of any ordinary luggage taken by him as exceeds the amount which he is entitled to take with him without any extra charge being made for the carriage thereof in accordance with the provisions of paragraph 25 of this Scheme.

27. Notwithstanding the provisions of paragraphs 25 and 26 of this Scheme, where, in the case of any passenger travelling on an international through ticket for a journey from a station in Great Britain to a place on the Continent of Europe, or from a place on the Continent of Europe to a station in Great Britain, being a journey involving his carriage by rail in Great Britain, the nature or the weight of the luggage which he may take with him without any extra charge for the carriage thereof, or the sum chargeable for the carriage of any luggage, is regulated by any International Tariff, the Commission may charge for the carriage by rail in Great Britain

of any luggage taken by him a sum not exceeding the amount chargeable under the said Tariff in respect thereof.

28. A passenger carried by rail by the services of—

- (a) the Commission on British Railways upon the Waterloo and City Line, or,
- (b) the London Transport Executive otherwise than between Harrow-on-the-Hill Station and Aylesbury Station, or upon the Watford and Chesham Branches,

being a passenger carried at a single or return, or an early morning return, or a day return fare, or at a season ticket rate authorised under Part II of this Scheme shall be entitled to take with him without any extra charge being made for the carriage thereof any ordinary luggage which is carried by hand by the passenger himself and causes no inconvenience to other passengers.

Carriage of Passengers' Luggage by Road

29. A passenger carried by road by the services of the London Transport Executive within the London special area being a passenger carried at a fare authorised under paragraphs 11, 12, 14 and 24 of this Scheme, shall be entitled to take with him without any extra charge being made for the carriage thereof—

- (a) any ordinary luggage, or small package or article, which is carried by hand by the passenger himself and causes no inconvenience to other passengers and
- (b) a small dog or other small inoffensive animal:

Provided that—

- (i) no dog or other animal shall be taken on to any vehicle without the permission of the conductor thereof;
- (ii) no luggage or package or article or dog or animal shall be permitted to occupy any part of the seating accommodation in any vehicle or to obstruct the platform or any gangway thereof;
- (iii) any such luggage or package or article or dog or animal shall be carried in such part of the vehicle as the conductor thereof may direct.

PART VIII

Miscellaneous Services and Facilities

30. The Commission may make such reasonable charges as they may determine for the use of any of the services and facilities specified in the Eleventh Schedule to this Scheme.

31. Any question as to the reasonableness of any charge made or sought to be made by the Commission under the provisions of paragraph 30 of this Scheme shall be determined on the application either of the Commission or of the person liable to the charge by the Transport Tribunal to the exclusion of any other Court.

PART IX

Terms and Conditions

32. Save in so far as the contrary is provided in this Scheme the Commission may make the use of any of the services or facilities to which this Scheme relates subject to such reasonable terms and conditions as they may determine:

Provided that any term or condition which—

- (a) is repugnant to any provision of this Scheme; or
- (b) purports, whether directly or indirectly, to exclude or limit the liability of the Commission or of the London Transport Executive in respect of the death of or bodily injury to any person making use of any of the said services or facilities, not being a passenger travelling on a free pass; or
- (c) purports, whether directly or indirectly, to prescribe the time within which or the manner in which any such liability may be enforced,

shall be void and of no effect.

33. Any question as to the reasonableness of any term or condition imposed or sought to be imposed by the Commission in the exercise of the power conferred by paragraph 32 of this Scheme shall be determined by the Transport Tribunal.

PART X

MISCELLANEOUS AND GENERAL

Nature of services and facilities provided on payment of authorised charges

34. (1) The services and facilities for the use of which a charge authorised under Parts II, III, IV, V, VI and VII of this Scheme is made by the Commission shall include only such services and facilities as are from time to time normally provided without any extra payment by the Commission upon British Railways or, as the case may be, by the London Transport Executive, for the carriage of passengers generally on payment by them of that charge.

(2) In particular and without prejudice to the generality of subparagraph (1) of this paragraph the said services and facilities shall not include the use of any of the services and facilities specified in the Eleventh Schedule to this Scheme.

Chargeable Distance

35. (1) In the case of any journey by rail at a charge authorised under paragraphs 6, 7, 8, 9, 10, 16, 17, 18, 20 and 21 of this Scheme, the distance by reference to which the fare chargeable for the journey is ascertained shall be the distance from the station at which the journey is to be begun to the station at which it is to finish measured in miles along the available route, or where in the case of any journey two or more routes are available at a common fare, along the shorter, or, as the case may be, the shortest available route.

Provided that—

- (a) the distance by reference to which the charge for any early morning return journey or any day return journey is ascertained shall be the mileage of the single journey; and

- (b) the distance by reference to which the charge for any season ticket is ascertained shall be the distance measured in miles along the route or routes the user of which is permitted by the ticket.

(2) In sub-paragraph (1) of this paragraph the expression "the available route" in relation to any journey by rail means the route indicated on the ticket issued for the journey or specified in any document issued to, or made available for inspection by, the public, by the Commission, containing particulars of the route or routes the user of which is permitted.

36. In the case of any journey by road at a charge authorised under paragraphs 11, 12, 14 and 24 of this Scheme, the distance by reference to which the fare chargeable for the journey is ascertained shall be the distance between—

- (a) the fare stage point at which the passenger boards the vehicle or, where the passenger boards the vehicle at a place other than a fare stage point, the fare stage point next before that place, and
(b) the fare stage point at which the passenger is to alight from the vehicle or, where the passenger is to alight from the vehicle at a place other than a fare stage point, the fare stage point next after that place.

Fractions

37. (1) For all the purposes of this Scheme, fractions of a mile shall be reckoned as a mile, save that for the purposes of the Second Schedule and of the Sixth Schedule, any distance exceeding one mile but not exceeding one and a half miles shall be reckoned as one and a half miles.

(2) For all purposes of this Scheme other than the purposes of paragraphs 10, 18, 20, 22 and 24 hereof, fractions of a penny shall be reckoned as a penny.

(3) For the purposes of paragraphs 10 and 18 of this Scheme, fractions of threepence shall be reckoned as threepence.

(4) For the purposes of paragraphs 20, 22 and 24 of this Scheme, fractions of a half-penny shall be reckoned as a half-penny.

(5) For the purposes of such of the provisions of Part VII of this Scheme as relate to the weight of passengers' luggage, fractions of a pound shall be reckoned as a pound.

PART XI

Publication

38. The Commission shall keep at the booking office of each passenger station on British Railways—

- (a) a copy of this Scheme,
(b) a document or documents showing in respect of all journeys from that station for which tickets are regularly issued at that station the distances measured in miles by reference to which the maximum fares and season ticket rates chargeable for those journeys under Parts II, IV, V and VI of this Scheme are ascertainable,

and shall on demand made by any person at any of the said booking offices produce the same for inspection.

39. The Commission shall keep at the head office of the London Transport Executive—

- (a) a copy of this Scheme,

- (b) a document or documents showing in respect of all journeys on the railways of the Executive the distances measured in miles by reference to which the maximum fares and season ticket rates chargeable for the said journeys under Parts II and VI of this Scheme are ascertainable,

and shall on demand made by any person at the said head office produce the same for inspection.

40. The Commission shall on every vehicle in which passengers are carried by road by the services of the London Transport Executive on a route within the London special area at fares charged under Parts III and VI of this Scheme keep available for public inspection a list or lists showing the fare stages on the said route and the maximum fares chargeable under the said Parts in respect of any journey thereon.

41. The provisions of paragraphs 38, 39 and 40 of this Scheme shall have effect in lieu of any statutory provision whereby the Commission are required to publish any fares or season ticket rates.

FIRST SCHEDULE

PART I

London Lines

The expression "London Lines" means:—

- (a) such of the Commission's railways as are within the London Passenger Transport Area defined in Part I of the Seventh Schedule to the London Passenger Transport Act, 1933;
- (b) such parts of the London Tilbury and Southend Lines as are not within the said London Passenger Transport Area; and
- (c) the Commission's railways between the following stations (including those stations):—
- | | |
|---------------------------------------|--|
| 1. Harpenden Central | and Luton (Midland Road) |
| 2. Luton Hoo | and Dunstable North |
| 3. Tring | and Cheddington |
| 4. Amersham & Chesham Bois | and Aylesbury |
| 5. High Wycombe | and Aylesbury |
| 6. Slough | and {Maidenhead
Marlow
Loudwater |
| 7. Slough | and Windsor & Eton (Central) |
| 8. Virginia Water (for Wentworth) | and Ascot |
| 9. Woking | and Guildford |
| 10. London Road | and Guildford |
| 11. Shalford | and Guildford |
| 12. Chilworth & Albury | and Gomshall & Shere |
| 13. East Grinstead | and Tunbridge Wells (West) |
| 14. Hurst Green Halt | and Tunbridge Wells (West) |
| 15. Edenbridge | and Tonbridge |
| 16. Sevenoaks | and Tunbridge Wells (West) |
| 17. Otford | and Bat and Ball |
| 18. Otford | and Wrotham & Boro' Green |
| 19. Fawkham (for Hartley & Longfield) | and Meopham |
| 20. Harold Wood | and Shenfield & Hutton |
| 21. Harlow | and Bishop's Stortford |
| 22. Hitchin | and Royston |

PART II

London Tilbury and Southend Lines

The expression "London Tilbury and Southend Lines" means the following railways of the Commission, that is to say the railways:—

- (a) from Fenchurch Street Station (London) to Shoeburyness via Stepney East, Dagenham East, Laindon and Pitsea;
- (b) from Barking to Pitsea via Purfleet, Tilbury Town and Low Street;
- (c) from Barking to Pitsea via Tilbury Town, Tilbury Riverside and Low Street;
- (d) from Romford to Grays via Upminster and Ockendon;
- (e) from Woodgrange Park to Barking; and
- (f) from Woodgrange Park to East Ham.

SECOND SCHEDULE

London Tilbury and Southend Lines
and London Transport Executive Railways
(other than

- (a) between Queens Park Station and Watford Junction Station,
(b) between Harrow-on-the-Hill Station and Aylesbury Station, and
(c) the Watford and Chesham Branches).

MAXIMUM SECOND-CLASS SINGLE FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
1	3		
1½	4	41	5 9
2	5	42	5 10
3	6	43	6 0
4	8	44	6 1
5	10	45	6 3
6	1 0	46	6 4
7	1 2	47	6 6
8	1 4	48	6 7
9	1 6	49	6 9
10	1 8	50	6 10
11	1 10	51	7 0
12	1 11	52	7 1
13	2 1	53	7 3
14	2 2	54	7 4
15	2 4	55	7 6
16	2 5	56	7 7
17	2 7	57	7 9
18	2 8	58	7 10
19	2 10	59	8 0
20	3 0	60	8 2
21	3 2	61	8 4
22	3 3	62	8 5
23	3 5	63	8 7
24	3 6	64	8 8
25	3 8	65	8 10
26	3 9	66	8 11
27	3 11	67	9 1
28	4 0	68	9 2
29	4 2	69	9 4
30	4 3	70	9 5
31	4 5	71	9 7
32	4 6	72	9 8
33	4 8	73	9 10
34	4 9	74	9 11
35	4 11	75	10 1
36	5 0	76	10 2
37	5 2	77	10 4
38	5 3	78	10 5
39	5 5	79	10 7
40	5 7	80	10 8

THIRD SCHEDULE

London Lines

MAXIMUM EARLY MORNING SECOND-CLASS RETURN FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
5	1 7	33	4 8
6	1 9	34	4 9
7	1 11	35	4 10
8	2 1	36	4 11
9	2 3	37	5 0
10	2 5	38	5 1
11	2 7	39	5 2
12	2 9	40	5 3
13	2 11	41	5 4
14	3 0	42	5 5
15	3 2	43	5 6
16	3 3	44	5 7
17	3 5	45	5 8
18	3 6	46	5 9
19	3 7	47	5 10
20	3 8	48	5 11
21	3 9	49	6 0
22	3 11	50	6 1
23	4 0	51	6 2
24	4 1	52	6 3
25	4 1	53	6 4
26	4 2	54	6 5
27	4 2	55	6 6
28	4 3	56	6 7
29	4 4	57	6 8
30	4 5	58	6 9
31	4 6	59	6 10
32	4 7	60	6 11

FOURTH SCHEDULE

London Lines of British Railways

(other than the London Tilbury and Southend Lines) and

London Transport Executive Railways

- (a) between Queens Park Station and Watford Junction Station,
- (b) between Harrow-on-the-Hill Station and Aylesbury Station, and
- (c) upon the Watford and Chesham Branches.

MAXIMUM DAY RETURN SECOND-CLASS FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
1	6	41	11 6
2	10	42	11 8
3	1 0	43	12 0
4	1 4	44	12 2
5	1 8	45	12 6
6	2 0	46	12 8
7	2 4	47	13 0
8	2 8	48	13 2
9	3 0	49	13 6
10	3 4	50	13 8
11	3 8	51	14 0
12	3 10	52	14 2
13	4 2	53	14 6
14	4 4	54	14 8
15	4 8	55	15 0
16	4 10	56	15 2
17	5 2	57	15 6
18	5 4	58	15 8
19	5 8	59	16 0
20	6 0	60	16 4
21	6 4	61	16 8
22	6 6	62	16 10
23	6 10	63	17 2
24	7 0	64	17 4
25	7 4	65	17 8
26	7 6	66	17 10
27	7 10	67	18 2
28	8 0	68	18 4
29	8 4	69	18 8
30	8 6	70	18 10
31	8 10	71	19 2
32	9 0	72	19 4
33	9 4	73	19 8
34	9 6	74	19 10
35	9 10	75	20 2
36	10 0	76	20 4
37	10 4	77	20 8
38	10 6	78	20 10
39	10 10	79	21 2
40	11 2	80	21 4

FIFTH SCHEDULE

London Lines

MAXIMUM SECOND-CLASS SEASON TICKET RATES

Miles	1 week	1 month	3 months	6 months	12 months	Miles	1 week	1 month	3 months	6 months	12 months
1	£ 5 s. d. 5 0 0	£ 10 s. d. 10 0 0	£ 24 s. d. 24 0 0	£ 48 s. d. 48 0 0	£ 96 s. d. 96 0 0	36	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
2	£ 6 s. d. 6 0 0	£ 12 s. d. 12 0 0	£ 30 s. d. 30 0 0	£ 60 s. d. 60 0 0	£ 120 s. d. 120 0 0	37	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
3	£ 7 s. d. 7 0 0	£ 14 s. d. 14 0 0	£ 35 s. d. 35 0 0	£ 70 s. d. 70 0 0	£ 140 s. d. 140 0 0	38	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
4	£ 8 s. d. 8 0 0	£ 16 s. d. 16 0 0	£ 40 s. d. 40 0 0	£ 80 s. d. 80 0 0	£ 160 s. d. 160 0 0	39	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
5	£ 9 s. d. 9 0 0	£ 18 s. d. 18 0 0	£ 45 s. d. 45 0 0	£ 90 s. d. 90 0 0	£ 180 s. d. 180 0 0	40	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
6	£ 10 s. d. 10 0 0	£ 20 s. d. 20 0 0	£ 50 s. d. 50 0 0	£ 100 s. d. 100 0 0	£ 200 s. d. 200 0 0	41	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
7	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 55 s. d. 55 0 0	£ 110 s. d. 110 0 0	£ 220 s. d. 220 0 0	42	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
8	£ 12 s. d. 12 0 0	£ 24 s. d. 24 0 0	£ 60 s. d. 60 0 0	£ 120 s. d. 120 0 0	£ 240 s. d. 240 0 0	43	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
9	£ 13 s. d. 13 0 0	£ 26 s. d. 26 0 0	£ 65 s. d. 65 0 0	£ 130 s. d. 130 0 0	£ 260 s. d. 260 0 0	44	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
10	£ 14 s. d. 14 0 0	£ 28 s. d. 28 0 0	£ 70 s. d. 70 0 0	£ 140 s. d. 140 0 0	£ 280 s. d. 280 0 0	45	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
11	£ 15 s. d. 15 0 0	£ 30 s. d. 30 0 0	£ 75 s. d. 75 0 0	£ 150 s. d. 150 0 0	£ 300 s. d. 300 0 0	46	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
12	£ 16 s. d. 16 0 0	£ 32 s. d. 32 0 0	£ 80 s. d. 80 0 0	£ 160 s. d. 160 0 0	£ 320 s. d. 320 0 0	47	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
13	£ 17 s. d. 17 0 0	£ 34 s. d. 34 0 0	£ 85 s. d. 85 0 0	£ 170 s. d. 170 0 0	£ 340 s. d. 340 0 0	48	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
14	£ 18 s. d. 18 0 0	£ 36 s. d. 36 0 0	£ 90 s. d. 90 0 0	£ 180 s. d. 180 0 0	£ 360 s. d. 360 0 0	49	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
15	£ 19 s. d. 19 0 0	£ 38 s. d. 38 0 0	£ 95 s. d. 95 0 0	£ 190 s. d. 190 0 0	£ 380 s. d. 380 0 0	50	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
16	£ 20 s. d. 20 0 0	£ 40 s. d. 40 0 0	£ 100 s. d. 100 0 0	£ 200 s. d. 200 0 0	£ 400 s. d. 400 0 0	51	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
17	£ 21 s. d. 21 0 0	£ 42 s. d. 42 0 0	£ 105 s. d. 105 0 0	£ 210 s. d. 210 0 0	£ 420 s. d. 420 0 0	52	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
18	£ 22 s. d. 22 0 0	£ 44 s. d. 44 0 0	£ 110 s. d. 110 0 0	£ 220 s. d. 220 0 0	£ 440 s. d. 440 0 0	53	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
19	£ 23 s. d. 23 0 0	£ 46 s. d. 46 0 0	£ 115 s. d. 115 0 0	£ 230 s. d. 230 0 0	£ 460 s. d. 460 0 0	54	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
20	£ 24 s. d. 24 0 0	£ 48 s. d. 48 0 0	£ 120 s. d. 120 0 0	£ 240 s. d. 240 0 0	£ 480 s. d. 480 0 0	55	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
21	£ 25 s. d. 25 0 0	£ 50 s. d. 50 0 0	£ 125 s. d. 125 0 0	£ 250 s. d. 250 0 0	£ 500 s. d. 500 0 0	56	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
22	£ 26 s. d. 26 0 0	£ 52 s. d. 52 0 0	£ 130 s. d. 130 0 0	£ 260 s. d. 260 0 0	£ 520 s. d. 520 0 0	57	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
23	£ 27 s. d. 27 0 0	£ 54 s. d. 54 0 0	£ 135 s. d. 135 0 0	£ 270 s. d. 270 0 0	£ 540 s. d. 540 0 0	58	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
24	£ 28 s. d. 28 0 0	£ 56 s. d. 56 0 0	£ 140 s. d. 140 0 0	£ 280 s. d. 280 0 0	£ 560 s. d. 560 0 0	59	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
25	£ 29 s. d. 29 0 0	£ 58 s. d. 58 0 0	£ 145 s. d. 145 0 0	£ 290 s. d. 290 0 0	£ 580 s. d. 580 0 0	60	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
26	£ 30 s. d. 30 0 0	£ 60 s. d. 60 0 0	£ 150 s. d. 150 0 0	£ 300 s. d. 300 0 0	£ 600 s. d. 600 0 0	61	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
27	£ 31 s. d. 31 0 0	£ 62 s. d. 62 0 0	£ 155 s. d. 155 0 0	£ 310 s. d. 310 0 0	£ 620 s. d. 620 0 0	62	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
28	£ 32 s. d. 32 0 0	£ 64 s. d. 64 0 0	£ 160 s. d. 160 0 0	£ 320 s. d. 320 0 0	£ 640 s. d. 640 0 0	63	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
29	£ 33 s. d. 33 0 0	£ 66 s. d. 66 0 0	£ 165 s. d. 165 0 0	£ 330 s. d. 330 0 0	£ 660 s. d. 660 0 0	64	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
30	£ 34 s. d. 34 0 0	£ 68 s. d. 68 0 0	£ 170 s. d. 170 0 0	£ 340 s. d. 340 0 0	£ 680 s. d. 680 0 0	65	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
31	£ 35 s. d. 35 0 0	£ 70 s. d. 70 0 0	£ 175 s. d. 175 0 0	£ 350 s. d. 350 0 0	£ 700 s. d. 700 0 0	66	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
32	£ 36 s. d. 36 0 0	£ 72 s. d. 72 0 0	£ 180 s. d. 180 0 0	£ 360 s. d. 360 0 0	£ 720 s. d. 720 0 0	67	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
33	£ 37 s. d. 37 0 0	£ 74 s. d. 74 0 0	£ 185 s. d. 185 0 0	£ 370 s. d. 370 0 0	£ 740 s. d. 740 0 0	68	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
34	£ 38 s. d. 38 0 0	£ 76 s. d. 76 0 0	£ 190 s. d. 190 0 0	£ 380 s. d. 380 0 0	£ 760 s. d. 760 0 0	69	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0
35	£ 39 s. d. 39 0 0	£ 78 s. d. 78 0 0	£ 195 s. d. 195 0 0	£ 390 s. d. 390 0 0	£ 780 s. d. 780 0 0	70	£ 11 s. d. 11 0 0	£ 22 s. d. 22 0 0	£ 54 s. d. 54 0 0	£ 108 s. d. 108 0 0	£ 216 s. d. 216 0 0

FIFTH SCHEDULE—Continued

Miles	1 week	1 month	3 months	6 months	12 months	Miles	1 week	1 month	3 months	6 months	12 months
f	s	d	f	s	d	f	s	d	f	s	d
71	2 17 9	8 15 6	23 14 0	47 8 0	94 16 0	111	—	12 0 0	32 8 0	64 16 0	128 32 0
72	2 18 3	8 17 3	23 18 9	47 17 6	95 15 0	112	—	12 1 3	32 11 6	65 3 0	130 19 0
73	2 18 9	8 18 0	24 3 6	48 7 0	96 14 0	113	—	12 2 6	32 14 9	65 16 6	131 13 0
74	2 19 0	8 19 0	24 8 5	48 16 6	97 13 0	114	—	12 3 9	32 18 3	66 3 0	132 6 0
75	2 19 3	9 0 2	24 12 9	49 5 6	98 11 0	115	—	12 5 0	33 1 6	66 3 0	133 0 0
76	—	9 4 3	24 17 6	49 15 0	99 10 0	116	—	12 6 3	33 5 0	66 10 0	133 0 0
77	—	9 6 0	25 2 3	50 4 6	100 9 0	117	—	12 7 6	33 8 3	66 16 6	133 13 0
78	—	9 7 9	25 7 0	50 14 0	101 8 0	118	—	12 8 0	33 11 9	67 3 6	134 7 0
79	—	9 9 6	25 11 9	51 3 6	102 7 0	119	—	12 10 0	33 15 0	67 10 0	135 0 0
80	—	9 11 3	25 16 6	51 13 0	103 6 0	120	—	12 11 3	33 18 6	67 17 0	135 14 0
81	—	9 13 0	26 1 3	52 2 6	104 5 0	121	—	12 12 6	34 1 9	68 3 6	136 7 0
82	—	9 14 9	26 6 0	52 12 0	105 4 0	122	—	12 13 9	34 5 3	68 10 6	137 1 0
83	—	9 16 6	26 10 9	53 1 6	106 3 0	123	—	12 15 0	34 8 6	68 17 0	137 14 0
84	—	9 18 3	26 15 6	53 11 0	107 2 0	124	—	12 16 3	34 12 0	69 4 0	138 8 0
85	—	10 0 0	27 0 0	54 0 0	108 0 0	125	—	12 17 6	34 15 3	69 10 6	139 1 0
86	—	10 1 9	27 4 9	54 9 6	108 19 0	126	—	12 18 9	34 18 9	69 17 6	139 15 0
87	—	10 3 6	27 9 6	54 19 0	109 18 0	127	—	12 20 0	35 2 0	70 4 0	140 8 0
88	—	10 5 3	27 14 3	55 8 6	110 17 0	128	—	12 21 3	35 5 6	70 11 0	141 2 0
89	—	10 7 0	27 19 0	55 18 0	111 16 0	129	—	12 22 6	35 9 0	70 17 6	141 15 0
90	—	10 8 9	28 3 9	56 7 6	112 15 0	130	—	12 23 9	35 12 3	71 4 6	142 9 0
91	—	10 10 6	28 8 6	56 17 0	113 14 0	131	—	12 25 0	35 15 6	71 11 0	143 2 0
92	—	10 12 3	28 13 3	57 6 6	114 13 0	132	—	12 26 3	35 19 0	71 18 0	143 16 0
93	—	10 14 0	28 18 0	57 16 0	115 12 0	133	—	12 27 6	36 2 3	72 4 6	144 9 0
94	—	10 15 9	29 2 9	58 5 6	116 11 0	134	—	12 28 9	36 5 6	72 11 6	145 3 0
95	—	10 17 6	29 7 3	58 14 6	117 9 0	135	—	12 30 0	36 9 0	72 18 0	145 16 0
96	—	10 19 3	29 12 0	59 4 0	118 8 0	136	—	12 31 3	36 12 6	73 5 0	146 10 0
97	—	11 1 0	29 16 9	59 13 6	119 7 0	137	—	12 32 6	36 15 9	73 12 6	147 4 0
98	—	11 2 9	30 1 6	60 3 0	120 6 0	138	—	12 33 9	36 19 3	73 18 6	147 17 0
99	—	11 4 6	30 6 3	60 12 6	121 5 0	139	—	12 35 0	37 2 0	74 5 0	148 10 0
100	—	11 6 3	30 11 0	61 2 0	122 4 0	140	—	12 36 3	37 5 6	74 12 0	149 4 0
101	—	11 7 6	30 14 3	61 8 6	123 17 0	141	—	12 37 6	37 9 0	74 18 6	149 17 0
102	—	11 8 9	30 17 9	61 18 0	123 11 0	142	—	12 38 9	37 12 9	75 3 6	150 1 0
103	—	11 10 6	31 1 6	62 3 0	124 4 0	143	—	14 0 0	37 16 0	75 12 0	151 4 0
104	—	11 11 3	31 4 9	62 12 6	124 18 0	144	—	14 1 3	37 19 6	75 19 0	151 18 0
105	—	11 12 6	31 7 9	62 15 6	125 11 0	145	—	14 2 6	38 2 9	76 5 6	152 11 0
106	—	11 13 9	31 11 3	63 2 6	126 5 0	146	—	14 3 9	38 6 3	76 12 6	153 5 0
107	—	11 15 0	31 14 6	63 16 0	126 18 0	147	—	14 5 0	38 9 6	76 19 0	153 18 0
108	—	11 16 3	32 1 3	64 3 6	127 12 0	148	—	14 6 3	38 13 0	77 6 0	154 12 0
109	—	11 17 6	32 4 4	64 12 6	128 5 0	149	—	14 7 6	38 16 3	77 12 6	155 5 0
110	—	11 18 9	32 7 9	64 21 6	128 19 0	150	—	14 8 9	38 19 9	77 19 6	155 19 0

SIXTH SCHEDULE

London Transport Executive Road Services within the London Special Area

(other than the London Coach Services and Inter-Station
Omnibus Services)

MAXIMUM SINGLE FARES

Miles	Fare Stages	Fares	Miles	Fare Stages	Fares
		s. d.			s. d.
1	2	3			
1½	3	4	26	52	3 9
2	4	5	27	54	3 11
3	6	6	28	56	4 0
4	8	8	29	58	4 2
5	10	10	30	60	4 3
6	12	1 0	31	62	4 5
7	14	1 2	32	64	4 6
8	16	1 4	33	66	4 8
9	18	1 6	34	68	4 9
10	20	1 8	35	70	4 11
11	22	1 10	36	72	5 0
12	24	1 11	37	74	5 2
13	26	2 1	38	76	5 3
14	28	2 2	39	78	5 5
15	30	2 4	40	80	5 7
16	32	2 5	41	82	5 9
17	34	2 7	42	84	5 10
18	36	2 8	43	86	6 0
19	38	2 10	44	88	6 1
20	40	3 0	45	90	6 3
21	42	3 2	46	92	6 4
22	44	3 3	47	94	6 6
23	46	3 5	48	96	6 7
24	48	3 6	49	98	6 9
25	50	3 8	50	100	6 10

SEVENTH SCHEDULE

London Transport Executive Road Services within the London Special Area

(other than the London Coach Services and Inter-Station
Omnibus Services)

MAXIMUM EARLY MORNING SINGLE FARES

Miles	Fare Stages	Fares
5	10	d. 9
6	12	9
7	14	9
8	16	9
9	18	9
10	20	9

EIGHTH SCHEDULE
London Coach Services
MAXIMUM SINGLE FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
1	1 0	41	5 9
2	1 0	42	5 10
3	1 0	43	6 0
4	1 0	44	6 1
5	1 0	45	6 3
6	1 0	46	6 4
7	1 2	47	6 6
8	1 4	48	6 7
9	1 6	49	6 9
10	1 8	50	6 10
11	1 10	51	7 0
12	1 11	52	7 1
13	2 1	53	7 3
14	2 2	54	7 4
15	2 4	55	7 6
16	2 5	56	7 7
17	2 7	57	7 9
18	2 8	58	7 10
19	2 10	59	8 0
20	3 0	60	8 2
21	3 2	61	8 4
22	3 3	62	8 5
23	3 5	63	8 7
24	3 6	64	8 8
25	3 8	65	8 10
26	3 9	66	8 11
27	3 11	67	9 1
28	4 0	68	9 2
29	4 2	69	9 4
30	4 3	70	9 5
31	4 5	71	9 7
32	4 6	72	9 8
33	4 8	73	9 10
34	4 9	74	9 11
35	4 11	75	10 1
36	5 0	76	10 2
37	5 2	77	10 4
38	5 3	78	10 5
39	5 5	79	10 7
40	5 7	80	10 8

NINTH SCHEDULE

Continental Boat Trains between London and Folkestone or Dover

MAXIMUM SINGLE FARES

Between	1st Class	2nd Class
	s. d.	s. d.
London and Folkestone Harbour Station	33 8	16 4
London and Dover Marine Station	36 5	17 7

TENTH SCHEDULE

Scale of maximum charges for excess luggage

Weight not exceeding	Rate of Carriage									
	For any distance not exceeding 15 miles.	For any distance exceeding 15 miles, but not exceeding 30 miles.	For any distance exceeding 30 miles, but not exceeding 50 miles.	For any distance exceeding 50 miles, but not exceeding 75 miles.	For any distance exceeding 75 miles, but not exceeding 100 miles.	For any distance exceeding 100 miles, but not exceeding 150 miles.	For any distance exceeding 150 miles, but not exceeding 200 miles.	For any distance exceeding 200 miles, but not exceeding 250 miles.	For any distance exceeding 250 miles, but not exceeding 300 miles.	For any distance exceeding 300 miles.
lb.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	2	2	2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2	2	2
3	2	2	2	2	2	2	2	2	2	2
4	2	2	2	2	2	2	2	2	2	2
5	2	2	2	2	2	2	2	2	2	2
6	3	6	8	10	11	1 2	1 3	1 5	1 7	1 10
7	3	6	8	11	1 2	1 3	1 4	1 6	1 8	1 10
8	3	6	10	1 2	1 3	1 4	1 5	1 7	1 9	1 11
9	3	8	10	1 3	1 4	1 5	1 6	1 8	1 10	1 12
10	3	8	11	1 3	1 4	1 5	1 6	1 8	1 10	1 12
11	3	8	11	1 3	1 4	1 5	1 6	1 8	1 10	1 12
12	6	10	1 1	1 2	1 3	1 4	1 5	1 7	1 9	1 11
13	6	10	1 1	1 2	1 3	1 4	1 5	1 7	1 9	1 11
14	6	10	1 1	1 2	1 3	1 4	1 5	1 7	1 9	1 11
15	6	11	1 1	1 3	1 4	1 5	1 6	1 8	1 10	1 12
16	6	11	1 1	1 3	1 4	1 5	1 6	1 8	1 10	1 12
17	6	11	1 1	1 3	1 4	1 5	1 6	1 8	1 10	1 12
18	8	1 2	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
19	8	1 2	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
20	8	1 2	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
21	8	1 3	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
22	8	1 3	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
23	10	1 3	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
24	10	1 3	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
25	10	1 3	1 2	1 3	1 4	1 5	1 6	1 8	1 10	1 12
26	10	1 7	2 3	3 5	3 10	4 5	5 7	6 1	6 8	7 0
27	10	1 7	2 3	3 5	3 10	4 5	5 7	6 1	6 8	7 0
28	10	1 7	2 3	3 5	3 10	4 5	5 7	6 1	6 8	7 0
29	11	1 10	2 7	3 8	4 1	4 11	5 11	6 8	7 3	7 10
30	11	1 10	2 7	3 10	4 5	5 2	6 4	7 0	7 7	8 2
31	11	1 10	2 8	4 0	4 8	5 3	6 8	7 3	7 10	8 5
32	11	2 0	2 8	4 1	4 10	5 6	6 9	7 6	8 2	8 8
33	11	2 0	2 10	4 1	4 11	5 7	7 0	7 7	8 4	9 0
34	11	2 0	2 10	4 4	5 2	5 9	7 3	8 1	8 8	9 4
35	1 2	2 1	2 11	4 5	5 3	5 11	7 4	8 2	9 0	9 5
36	1 2	2 1	2 11	4 8	5 6	6 1	7 7	8 4	9 1	9 9
37	1 2	2 1	2 11	4 10	5 6	6 2	7 10	8 8	9 5	10 1
38	1 2	2 3	2 11	4 10	5 7	6 4	8 1	8 9	9 7	10 3
39	1 2	2 3	2 11	4 11	5 9	6 8	8 4	9 1	9 10	10 6
40	1 2	2 3	2 11	5 2	5 11	6 9	8 5	9 4	10 1	10 10
41	1 3	2 4	3 6	5 3	6 1	7 0	8 8	9 7	10 5	11 0
42	1 3	2 4	3 6	5 6	6 2	7 3	8 9	9 9	10 9	11 5
43	1 3	2 7	3 8	5 6	6 4	7 4	9 1	10 1	10 10	11 8
44	1 3	2 7	3 10	5 7	6 8	7 6	9 4	10 3	11 2	11 10
45	1 3	2 7	3 10	5 9	6 9	7 7	9 7	10 5	11 5	12 2
46	1 5	2 8	4 0	5 11	6 11	7 10	9 9	10 9	11 8	12 5
47	1 5	2 8	4 0	6 1	7 0	8 1	9 10	10 10	11 11	12 7
48	1 5	2 8	4 1	6 1	7 3	8 2	9 11	10 11	11 12	12 9
49	1 5	2 10	4 1	6 2	7 4	8 3	9 12	10 12	11 13	12 10
50	1 5	2 10	4 4	6 4	7 4	8 4	9 13	10 13	11 14	12 11
51	1 5	2 10	4 4	6 8	7 6	8 8	10 9	11 10	12 0	13 8
52	1 7	2 11	4 5	6 8	7 7	8 9	11 0	12 1	13 1	14 0
53	1 7	2 11	4 5	6 9	7 10	9 0	11 1	12 2	13 2	14 1
54	1 7	2 11	4 8	6 11	8 1	9 1	11 3	12 3	13 3	14 2
55	1 7	3 3	4 8	7 0	8 2	9 4	11 8	12 10	13 11	14 10
56	1 7	3 3	4 10	7 3	8 4	9 5	11 10	12 13	13 14	14 3
57	1 7	3 3	4 10	7 3	8 5	9 7	11 11	12 14	13 15	14 4
58	1 10	3 5	4 11	7 4	8 6	9 9	12 3	13 5	14 8	15 8
59	1 10	3 5	4 11	7 6	8 9	9 10	12 5	13 8	14 10	15 11
60	1 10	3 5	5 2	7 7	9 0	10 1	12 7	13 11	15 2	16 3

TENTH SCHEDULE—Continued

Weight not exceeding	Rate of Carriage									
	For any distance not exceeding 15 miles.	For any distance exceeding 15 miles, but not exceeding 30 miles.	For any distance exceeding 30 miles, but not exceeding 50 miles.	For any distance exceeding 50 miles, but not exceeding 75 miles.	For any distance exceeding 75 miles, but not exceeding 100 miles.	For any distance exceeding 100 miles, but not exceeding 150 miles.	For any distance exceeding 150 miles, but not exceeding 200 miles.	For any distance exceeding 200 miles, but not exceeding 250 miles.	For any distance exceeding 250 miles, but not exceeding 300 miles.	For any distance exceeding 300 miles.
1b.	p. d.	p. d.	p. d.	p. d.	p. d.	p. d.	p. d.	p. d.	p. d.	p. d.
61	10 10	6 6	5 5	7 10	9 1	10 5	15 0	14 5	15 6	16 5
62	10 0	6 6	5 5	7 10	9 1	10 6	15 0	14 5	15 6	16 5
63	0 0	6 6	5 5	8 1	9 4	10 9	15 3	14 8	15 11	16 11
64	0 0	6 6	5 5	8 2	9 5	10 10	15 4	14 10	15 12	16 12
65	0 0	6 6	5 5	8 4	9 7	11 0	15 8	15 1	16 3	17 8
66	0 0	10 10	5 7	8 4	9 9	11 2	15 11	15 4	16 7	17 9
67	0 0	10 10	5 9	8 5	9 10	11 3	15 12	15 6	16 11	18 0
68	0 0	10 10	5 9	8 8	10 1	11 7	15 3	15 9	17 2	18 4
69	1 1	4 0	5 11	8 9	10 3	11 8	15 6	15 11	17 5	18 7
70	1 1	4 0	5 11	9 0	10 5	11 10	15 8	16 4	17 9	18 10
71	2 1	4 0	6 1	9 0	10 6	11 11	15 1	16 6	17 11	19 2
72	2 2	4 1	6 2	9 1	10 9	12 2	15 2	16 7	18 3	19 4
73	2 2	4 1	6 2	9 4	10 10	12 3	15 4	16 11	18 4	19 9
74	2 2	4 1	6 2	9 5	10 10	12 5	15 8	17 1	18 8	20 0
75	2 2	4 4	6 4	9 7	11 0	12 7	15 9	17 3	19 0	20 1
76	2 3	4 4	6 4	9 7	11 2	12 10	15 11	17 8	19 2	20 5
77	2 3	4 4	6 8	9 9	11 5	13 0	16 4	17 11	19 5	20 9
78	2 3	4 5	6 8	9 10	11 7	13 1	16 6	18 0	19 9	21 2
79	2 3	4 5	6 9	10 1	11 8	13 3	16 7	18 4	20 0	21 3
80	2 3	4 5	6 9	10 1	11 10	13 5	16 9	18 7	20 1	21 6
81	2 4	4 8	6 11	10 3	11 11	13 8	17 1	18 8	20 5	21 10
82	2 4	4 8	7 0	10 5	12 2	13 11	17 2	19 0	20 9	22 0
83	2 4	4 10	7 3	10 6	12 3	14 0	17 5	19 2	20 10	22 5
84	2 4	4 10	7 3	10 9	12 5	14 3	17 9	19 5	21 3	22 8
85	2 4	4 10	7 3	10 9	12 7	14 5	17 11	19 9	21 5	22 10
86	2 7	4 11	7 4	10 10	12 10	14 6	18 0	20 0	21 9	23 2
87	2 7	4 11	7 4	11 0	12 10	14 8	18 4	20 1	22 0	23 6
88	2 7	4 11	7 6	11 2	13 0	14 10	18 7	20 5	22 2	23 7
89	2 7	5 2	7 6	11 5	13 1	15 1	18 8	20 7	22 7	24 0
90	2 7	5 2	7 7	11 5	13 3	15 2	19 0	20 9	22 8	24 3
91	2 7	5 2	7 7	11 7	13 5	15 4	19 2	21 2	22 11	24 5
92	2 8	5 3	7 10	11 8	13 7	15 6	19 4	21 3	23 2	24 9
93	2 8	5 3	7 10	11 10	13 8	15 8	19 9	21 6	23 6	25 0
94	2 8	5 3	8 1	11 11	13 11	15 9	19 10	21 9	23 10	25 3
95	2 8	5 6	8 1	11 11	14 0	15 11	20 0	22 0	24 0	25 6
96	2 8	5 6	8 2	12 2	14 3	16 3	20 1	22 2	24 3	25 11
97	2 8	5 6	8 2	12 3	14 5	16 4	20 5	22 7	24 5	26 1
98	2 10	5 7	8 4	12 5	14 6	16 6	20 7	22 8	24 9	26 4
99	2 10	5 7	8 4	12 5	14 6	16 7	20 9	22 10	24 11	26 8
100	2 10	5 7	8 5	12 7	14 8	16 9	21 2	23 2	25 3	26 9
101	2 10	5 9	8 8	12 10	14 10	17 1	21 3	23 4	25 6	27 3
102	2 10	5 9	8 8	13 0	15 1	17 2	21 5	23 7	25 10	27 6
103	2 11	5 11	8 9	13 1	15 2	17 5	21 9	23 10	26 1	27 10
104	2 11	5 11	8 9	13 1	15 4	17 8	21 10	24 1	26 2	27 11
105	2 11	5 11	9 0	13 3	15 6	17 9	22 0	24 3	26 6	28 3
106	2 11	6 1	9 0	13 5	15 8	17 11	22 5	24 8	26 8	28 7
107	2 11	6 1	9 1	13 7	15 9	18 0	22 7	24 9	27 0	28 9
108	2 11	6 1	9 1	13 8	15 11	18 3	22 8	24 11	27 4	29 0
109	3 3	6 2	9 4	13 8	16 3	18 4	22 11	25 3	27 6	29 5
110	3 3	6 2	9 4	13 11	16 4	18 7	23 2	25 4	27 10	29 7
111	3 3	6 2	9 5	14 0	16 4	18 8	23 4	25 10	27 11	29 11
112	3 3	6 4	9 5	14 3	16 6	18 10	23 6	25 11	28 3	30 2
Above 112 lb. (For each additional lb.)	-335d.	-671d.	1-006d.	1-509d.	1-761d.	2-012d.	2-516d.	2-767d.	3-018d.	3-239d.

ELEVENTH SCHEDULE

Miscellaneous services and facilities in respect of which the Commission may make such reasonable charges as they may determine

1. The use of any train or vehicle specially provided for particular passengers or purposes.
2. The use of any train or vehicle specially provided in connection with any race meeting, football or cricket match, festival, exhibition or any other special occasion.
3. The use of a sleeping berth.
4. The reservation of seats.
5. The carriage of dogs and other animals, bicycles, perambulators and other articles (not being passengers' ordinary luggage) which the Commission permit passengers to take with them.
6. The carriage of passengers' luggage in advance.
7. Cloak-room or left luggage facilities.
8. Inter-station Omnibus Services.

TWELFTH SCHEDULE

British Railways
(other than London Lines)

MAXIMUM EARLY MORNING SECOND-CLASS RETURN FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
2	7	31	4 1
3	10	32	4 2
4	1 1	33	4 3
5	1 4	34	4 4
		35	4 5
6	1 6	36	4 6
7	1 8	37	4 7
8	1 9	38	4 8
9	1 11	39	4 9
10	2 1	40	4 10
11	2 2	41	4 11
12	2 4	42	5 0
13	2 6	43	5 1
14	2 7	44	5 2
15	2 9	45	5 3
16	2 10	46	5 4
17	3 0	47	5 5
18	3 1	48	5 6
19	3 2	49	5 7
20	3 3	50	5 8
21	3 4	51	5 9
22	3 6	52	5 10
23	3 7	53	5 11
24	3 8	54	6 0
25	3 8	55	6 1
26	3 9	56	6 2
27	3 9	57	6 3
28	3 10	58	6 4
29	3 11	59	6 5
30	4 0	60	6 6

THIRTEENTH SCHEDULE

British Railways

(other than London Lines)

MAXIMUM SECOND-CLASS SEASON TICKET RATES

Miles	1 week	1 month	3 months	6 months	12 months	Miles	1 week	1 month	3 months	6 months	12 months
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	5 6	1 0 0	2 14 0	5 8 0	10 15 0	31	1 8 6	3 3 6	13 19 6	27 19 0	55 18 0
2	6 5	1 2 4	2 19 6	5 19 0	11 18 0	32	1 9 0	3 3 3	14 4 3	28 6 6	56 17 0
3	7 3	1 4 0	3 10 3	7 10 6	14 1 0	33	1 9 6	3 5 7	14 9 0	28 18 0	57 16 0
4	8 3	1 6 0	4 1 0	8 2 0	16 4 0	34	1 10 0	3 8 0	14 13 6	29 7 6	58 15 0
5	9 3	1 14 0	4 12 0	9 4 0	18 8 0	35	1 10 6	3 10 6	14 18 6	29 17 0	59 14 0
6	10 6	1 18 0	5 2 9	10 5 6	20 11 0	36	1 11 0	3 12 0	15 3 3	30 6 6	60 13 0
7	11 9	2 2 0	5 13 6	11 7 0	22 14 0	37	1 11 6	3 13 0	15 12 0	30 16 0	61 12 0
8	12 9	2 6 0	6 4 3	12 8 6	24 17 0	38	1 12 3	3 15 6	15 17 9	31 5 6	62 11 0
9	13 9	2 9 6	6 13 9	13 7 6	26 15 0	39	1 13 3	3 17 6	15 17 3	31 14 6	63 9 0
10	14 9	2 13 0	7 3 3	14 6 6	28 13 0	40	1 13 9	3 19 3	16 2 0	32 4 0	64 8 0
11	15 9	2 16 6	7 12 9	15 5 6	30 11 0	41	1 14 3	4 1 0	16 6 9	32 13 6	65 7 0
12	16 6	2 19 6	8 0 9	16 1 6	32 3 0	42	1 15 3	4 2 6	16 11 3	33 6 0	66 5 0
13	17 3	3 2 6	8 8 9	16 17 6	33 15 0	43	1 16 3	4 5 3	17 16 3	33 12 6	67 4 0
14	18 3	3 5 6	8 17 0	17 14 0	35 8 0	44	1 16 9	4 8 0	17 1 9	34 12 0	68 3 0
15	19 0	3 8 6	9 5 0	18 10 0	37 0 0	45	1 17 9	4 8 0	17 5 9	34 11 6	69 3 0
16	19 9	3 11 6	9 13 3	19 6 6	38 13 0	46	1 18 3	4 9 9	17 10 6	35 1 0	70 2 0
17	20 6	3 14 6	10 1 3	20 2 6	40 5 0	47	1 19 3	4 11 6	17 15 3	35 10 6	71 1 0
18	21 3	3 17 6	10 9 3	20 18 6	41 17 0	48	1 19 9	4 13 3	18 0 9	36 0 0	72 0 0
19	22 3	4 0 6	10 17 6	21 15 0	43 10 0	49	2 0 9	4 15 0	18 4 6	36 9 0	73 0 0
20	23 0	4 3 0	11 4 3	22 8 6	44 17 0	50	2 1 3	4 16 9	18 9 3	36 18 6	73 17 0
21	23 9	4 5 6	11 11 0	23 2 0	46 4 0	51	2 2 3	4 18 6	18 14 0	37 8 0	74 16 0
22	24 3	4 7 6	11 16 3	23 12 6	47 5 0	52	2 2 9	4 20 3	18 18 9	37 17 6	75 15 0
23	24 9	4 9 6	12 1 9	24 3 6	48 7 0	53	2 3 3	4 22 0	19 3 6	38 7 0	76 14 0
24	25 3	4 11 3	12 6 6	24 13 0	49 6 0	54	2 3 9	4 23 6	19 8 3	38 16 6	77 13 0
25	25 9	4 13 0	12 11 3	25 2 6	50 5 0	55	2 4 3	4 25 3	19 13 0	39 6 0	78 12 0
26	26 3	4 14 9	13 16 0	25 12 0	51 4 0	56	2 4 9	4 27 0	19 17 9	39 15 6	79 11 0
27	26 9	4 16 6	13 0 9	26 1 6	52 3 0	57	2 5 0	4 29 0	20 2 6	40 5 0	80 10 0
28	27 3	4 18 3	13 5 6	26 11 0	53 2 0	58	2 5 6	4 30 9	20 7 3	40 14 6	81 9 0
29	27 9	5 0 0	13 10 0	27 0 0	54 0 0	59	2 6 3	4 32 6	20 11 9	41 3 6	82 7 0
30	28 0	5 1 0	13 14 9	27 9 6	54 19 0	60	2 6 9	4 34 3	20 16 6	41 13 0	83 6 0

THIRTEENTH SCHEDULE—Continued

Miles	1 week	1 month	3 months	6 months	12 months	Miles	1 week	1 month	3 months	6 months	12 months
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
61	9 9	7 16 0	21 1 3	42 2 6	84 5 0	101	—	11 5 6	30 9 0	60 18 0	121 16 0
62	9 9	7 17 9	21 6 0	42 12 0	85 5 0	102	—	11 6 0	30 12 0	61 1 6	121 16 0
63	10 10	7 19 0	21 10 0	43 1 6	86 5 0	103	—	11 6 6	30 15 0	61 11 6	122 3 0
64	10 11	8 1 0	21 15 6	43 11 0	87 7 0	104	—	11 7 3	30 18 0	61 13 0	122 3 0
65	10 12	8 1 0	22 0 3	44 0 6	88 1 0	105	—	11 10 6	31 2 6	62 3 0	124 10 0
66	10 13	8 4 9	22 5 0	44 10 0	89 0 0	106	—	11 11 0	31 5 0	62 11 6	125 3 0
67	10 14	8 6 6	22 9 3	44 19 6	89 19 0	107	—	11 12 7	31 7 3	62 17 6	125 17 0
68	10 15	8 8 3	22 14 6	45 9 0	90 12 0	108	—	11 13 7	31 12 6	63 5 0	126 10 0
69	10 16	8 10 0	22 19 0	45 18 0	91 16 0	109	—	11 14 6	31 18 0	63 12 0	127 4 0
70	10 17	8 11 9	23 3 9	46 7 6	92 15 0	110	—	11 16 9	31 19 3	63 18 6	127 17 0
71	10 18	8 13 6	23 8 6	46 17 0	93 14 0	111	—	11 18 0	32 2 0	64 5 6	128 11 0
72	10 19	8 15 3	23 13 3	47 6 6	94 13 0	112	—	11 19 3	32 6 0	64 12 0	129 4 0
73	10 20	8 17 0	23 18 0	47 16 0	95 12 0	113	—	12 0 6	32 9 6	64 19 0	129 18 0
74	10 21	8 18 9	24 2 6	48 5 6	96 11 0	114	—	12 1 9	32 12 9	65 5 6	130 11 0
75	10 22	9 0 6	24 7 6	48 15 0	97 10 0	115	—	12 3 0	32 16 3	65 12 6	131 5 0
76	10 23	9 2 3	24 12 3	49 4 6	98 9 0	116	—	12 4 6	32 19 6	65 19 0	131 18 0
77	10 24	9 4 0	24 17 0	49 14 0	99 8 0	117	—	12 5 6	33 3 0	66 6 0	132 12 0
78	10 25	9 5 9	25 1 6	50 3 6	100 7 0	118	—	12 6 9	33 6 3	66 12 6	133 5 0
79	10 26	9 7 6	25 6 6	50 12 0	101 5 0	119	—	12 8 0	33 9 0	66 19 6	133 19 0
80	10 27	9 9 3	25 11 3	51 1 6	102 4 0	120	—	12 9 3	33 13 0	67 6 0	134 12 0
81	10 28	9 11 0	25 16 0	51 11 6	103 3 0	121	—	12 10 6	33 16 6	67 13 0	135 6 0
82	10 29	9 12 9	25 21 0	52 1 6	104 2 0	122	—	12 11 9	33 19 9	67 19 6	135 19 0
83	10 30	9 14 6	25 26 0	52 10 6	105 1 0	123	—	12 13 0	34 3 3	68 6 6	136 13 0
84	10 31	9 16 3	25 31 0	53 0 6	106 0 0	124	—	12 14 3	34 6 6	68 13 0	137 6 0
85	10 32	9 18 0	25 36 0	53 9 6	106 19 0	125	—	12 15 6	34 10 0	69 0 0	138 0 0
86	10 33	9 19 9	25 41 0	53 19 0	107 18 0	126	—	12 16 9	34 13 3	69 6 6	138 13 0
87	10 34	10 1 6	25 46 0	54 8 6	108 17 0	127	—	12 18 0	34 16 9	69 13 6	139 7 0
88	10 35	10 3 3	25 51 0	54 18 0	109 16 0	128	—	12 19 3	35 0 0	70 0 0	140 0 0
89	10 36	10 5 0	25 56 0	55 7 6	110 15 0	129	—	12 20 6	35 3 6	70 7 0	140 14 0
90	10 37	10 6 9	25 61 0	55 16 6	111 13 0	130	—	12 21 9	35 6 9	70 13 6	141 7 0
91	10 38	10 8 6	25 66 0	56 6 0	112 12 0	131	—	12 23 0	35 10 3	71 0 6	142 1 0
92	10 39	10 10 3	25 71 0	56 15 6	113 11 0	132	—	12 24 3	35 13 6	71 7 0	142 14 0
93	10 40	10 12 0	25 76 0	57 5 6	114 10 0	133	—	12 25 6	35 17 0	71 14 0	143 8 0
94	10 41	10 13 9	25 81 0	57 14 6	115 9 0	134	—	12 26 9	36 0 3	72 0 6	144 1 0
95	10 42	10 15 6	25 86 0	58 4 0	116 8 0	135	—	12 28 0	36 3 9	72 7 6	144 15 0
96	10 43	10 17 3	25 91 0	58 13 6	117 7 0	136	—	12 29 3	36 7 0	72 14 0	145 8 0
97	10 44	10 19 0	25 96 0	59 3 0	118 6 0	137	—	12 30 6	36 10 6	73 1 0	146 2 0
98	10 45	10 20 9	25 101 0	59 12 6	119 5 0	138	—	12 31 9	36 13 9	73 7 6	146 15 0
99	10 46	10 22 6	25 106 0	60 1 6	120 4 0	139	—	12 33 0	36 17 3	73 14 6	147 9 0
100	10 47	10 24 3	25 111 0	60 11 6	121 3 0	140	—	12 34 3	37 0 6	74 1 0	148 2 0

THIRTEENTH SCHEDULE—Continued

Miles	1 week	1 month	3 months	6 months	12 months	Miles	1 week	1 month	3 months	6 months	12 months
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
141	—	13 15 6	37 4 0	74 8 0	148 16 0	181	—	16 2 6	43 10 9	87 1 6	174 3 0
142	—	13 16 9	37 7 3	74 14 6	149 0 0	182	—	16 3 3	43 13 0	87 10 0	174 12 0
143	—	13 18 0	37 10 9	75 1 6	150 0 0	183	—	16 4 0	43 15 0	87 10 0	175 0 0
144	—	13 19 3	37 14 0	75 8 0	150 16 0	184	—	16 4 0	43 17 0	87 14 0	175 8 0
145	—	14 0 6	37 17 6	75 15 0	151 10 0	185	—	16 5 6	43 19 0	87 18 0	175 16 0
146	—	14 1 9	38 0 9	76 1 6	152 3 0	186	—	16 6 3	44 1 0	88 2 0	176 4 0
147	—	14 3 0	38 4 3	76 8 6	152 17 0	187	—	16 7 0	44 3 0	88 10 0	176 12 0
148	—	14 4 3	38 7 6	76 15 0	153 10 0	188	—	16 7 9	44 5 0	88 10 0	177 0 0
149	—	14 5 6	38 11 0	77 2 0	154 4 0	189	—	16 8 6	44 7 0	88 18 0	177 8 0
150	—	14 6 9	38 14 3	77 8 6	154 17 0	190	—	16 9 3	44 9 0	88 18 0	177 16 0
151	—	14 8 0	38 17 9	77 15 6	155 11 0	191	—	16 10 0	44 11 0	89 2 0	178 4 0
152	—	14 9 3	39 1 0	78 2 0	156 4 0	192	—	16 10 9	44 13 3	89 6 6	178 13 0
153	—	14 10 6	39 4 6	78 9 0	156 18 0	193	—	16 11 6	44 15 6	89 10 6	179 1 0
154	—	14 11 9	39 7 9	78 15 6	157 11 0	194	—	16 12 3	44 17 3	89 14 6	179 9 0
155	—	14 13 0	39 11 3	79 2 6	158 5 0	195	—	16 13 0	44 19 3	89 18 6	179 17 0
156	—	14 14 3	39 14 6	79 9 0	158 18 0	196	—	16 13 9	45 1 3	90 2 6	180 5 0
157	—	14 15 6	39 18 0	79 16 0	159 12 0	197	—	16 14 6	45 3 3	90 6 6	180 13 0
158	—	14 16 9	40 1 3	80 2 6	160 5 0	198	—	16 15 3	45 5 3	90 10 6	181 1 0
159	—	14 18 0	40 4 9	80 9 6	160 19 0	199	—	16 16 0	45 7 3	90 14 6	181 9 0
160	—	14 19 3	40 8 0	80 16 0	161 12 0	200	—	16 16 9	45 9 3	90 18 6	181 17 0
161	—	15 0 6	40 11 6	81 3 0	162 6 0	201	—	16 17 6	45 11 3	91 2 6	182 5 0
162	—	15 1 9	40 14 9	81 9 6	162 19 0	202	—	16 18 3	45 13 6	91 6 6	182 14 0
163	—	15 3 0	40 18 3	81 16 6	163 13 0	203	—	16 19 0	45 15 6	91 11 0	183 2 0
164	—	15 4 3	41 1 0	82 3 0	164 6 0	204	—	16 19 9	45 17 6	91 15 0	183 10 0
165	—	15 5 6	41 4 3	82 10 0	165 0 0	205	—	17 0 6	45 19 6	91 19 0	183 18 0
166	—	15 6 9	41 8 3	82 16 6	165 13 0	206	—	17 1 3	46 1 6	92 3 0	184 6 0
167	—	15 8 0	41 11 9	83 3 6	166 7 0	207	—	17 2 0	46 3 6	92 7 0	184 14 0
168	—	15 9 3	41 15 0	83 10 0	167 0 0	208	—	17 2 9	46 5 6	92 11 0	185 2 0
169	—	15 10 6	41 18 6	83 17 0	167 14 0	209	—	17 3 6	46 7 6	92 15 0	185 10 0
170	—	15 11 9	42 1 9	84 3 6	168 7 0	210	—	17 4 3	46 9 6	92 19 0	185 18 0
171	—	15 13 0	42 5 3	84 10 6	169 1 0	211	—	17 5 0	46 11 6	93 3 0	186 6 0
172	—	15 14 3	42 8 6	84 17 0	169 14 0	212	—	17 5 9	46 13 6	93 7 0	186 15 0
173	—	15 15 6	42 12 0	85 4 0	170 8 0	213	—	17 6 6	46 15 9	93 11 6	187 3 0
174	—	15 16 9	42 15 3	85 10 6	171 1 0	214	—	17 7 3	46 17 9	93 15 6	187 11 0
175	—	15 18 0	42 18 9	85 17 6	171 15 0	215	—	17 8 0	46 19 9	93 19 6	187 19 0
176	—	15 19 3	43 0 9	86 1 6	172 3 0	216	—	17 8 9	47 1 9	94 3 6	188 7 0
177	—	15 20 6	43 4 9	86 9 6	172 19 0	217	—	17 9 6	47 3 9	94 7 6	188 15 0
178	—	16 0 0	43 8 9	86 16 6	173 5 0	218	—	17 10 3	47 5 9	94 11 6	189 3 0
179	—	16 1 9	43 12 9	86 23 6	173 19 0	219	—	17 11 0	47 7 9	94 15 6	189 11 0
180	—	16 1 9	43 16 9	86 30 6	173 33 0	220	—	17 11 9	47 9 9	94 19 6	189 19 0

THIRTEENTH SCHEDULE—Continued

Miles	1 week	1 month	3 months	6 months	12 months	Miles	1 week	1 month	3 months	6 months	12 months
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
221	—	17 12 6	47 11 9	95 3 6	190 7 0	241	—	18 7 6	49 12 3	99 4 6	199 0 0
222	—	17 13 3	47 14 0	95 8 0	190 16 0	242	—	18 8 3	49 14 6	99 9 0	199 10 0
223	—	17 14 0	47 16 0	95 12 0	191 4 0	243	—	18 9 0	49 16 6	99 13 0	199 16 0
224	—	17 14 9	47 18 0	95 16 0	191 12 0	244	—	18 9 9	49 18 0	99 17 0	199 16 0
225	—	17 15 6	48 0 0	96 0 0	192 0 0	245	—	18 10 6	50 0 0	100 1 0	200 2 0
226	—	17 16 3	48 2 0	96 4 0	192 8 0	246	—	18 11 3	50 2 6	100 5 0	200 10 0
227	—	17 17 0	48 4 0	96 8 0	192 16 0	247	—	18 12 0	50 4 6	100 9 0	200 16 0
228	—	17 17 9	48 6 0	96 12 0	193 4 0	248	—	18 12 9	50 6 6	100 13 0	201 0 0
229	—	17 18 6	48 8 0	96 16 0	193 12 0	249	—	18 13 6	50 8 6	100 17 0	201 14 0
230	—	17 19 3	48 10 0	97 0 0	194 0 0	250	—	18 14 3	50 10 6	101 1 0	202 2 0
231	—	18 0 0	48 12 0	97 4 0	194 8 0						
232	—	18 0 9	48 14 3	97 8 6	194 17 0						
233	—	18 1 6	48 16 3	97 12 6	195 3 0						
234	—	18 2 3	48 18 3	97 16 6	195 13 0						
235	—	18 3 0	49 0 3	98 0 6	196 1 0						
236	—	18 3 9	49 2 3	98 4 6	196 9 0						
237	—	18 4 6	49 4 3	98 8 6	196 17 0						
238	—	18 5 3	49 6 3	98 12 6	197 5 0						
239	—	18 6 0	49 8 3	98 16 6	197 13 0						
240	—	18 6 9	49 10 3	99 0 6	198 1 0						

Three times
the Monthly
rate less
10 per cent.

For each
additional
mile 6d.

Double
the Three
Monthly
rate

Double
the Six
Monthly
rate